

**AMENDMENTS TO THE CLAIMS**

Please amend the claims as follows.

1-8. (Cancelled)

9. (New) An electromagnetic retarder adapted to be arranged between a brake pedal and at least one wheel of a vehicle for assisting braking thereof through a transmission, the electromagnetic retarder comprising:

a rotor; and

a stator, wherein the stator has at least one cavity formed therein and arranged to allow circulation of fluid therethrough for cooling the stator;

wherein the electromagnetic retarder configured to be offset in relation to the transmission.

10. (New) The electromagnetic retarder of claim 9, wherein the rotor and the stator are coaxial and define an axis of the electromagnetic retarder, and wherein the axis of the electromagnetic retarder is offset from and parallel to an axis of the transmission.

11. (New) The electromagnetic retarder of claim 9, further comprising a speed increasing device for connection to the transmission.

12. (New) The electromagnetic retarder of claim 11, wherein the speed increasing device comprises a gear device.

13. (New) The apparatus of claim 12, wherein the electromagnetic retarder comprises an arm integrated with the rotor, and wherein the speed increasing device is disposed between the arm and a shaft of the transmission.

14. (New) The electromagnetic retarder of claim 9, wherein:  
the rotor is disposed within the stator and configured to rotate about an axis of the stator;  
and

the at least one cavity is formed within a wall of the stator and is extended by an extension supported by the wall that extends to an end of the stator generally perpendicular to a central axis of the electromagnetic retarder.

15. (New) The electromagnetic retarder of claim 14, further comprising:
  - at least one coil; and
  - an excitation alternator configured to provide electric power to the coil.
16. (New) The electromagnetic retarder of claim 15, wherein:
  - the rotor is hollow; and
  - the excitation alternator is disposed at least partially inside the rotor.